

GERMANY STANDS PAT;
PARIS BOURSE SHAKY

Moroccan Crisis Causes Fall Also in London—French Premier in Personal Charge.

M. DE SELVES LEAVES POST

Crux of Kaiser's Scheme Is to Secure for Fatherland Lion's Share of South American Trade.

Paris, July 3.—The dissatisfaction in Paris aroused by the German naval demonstration at Agadir is increasing.

Germany shows no signs of any intention to take back-water or modify her present attitude in regard to Morocco.

According to trustworthy information from Berlin the step taken in South-western Morocco is merely to place Germany in a position to negotiate to the best advantage in order eventually to obtain her long coveted naval depot and coaling station at Agadir, which has always been a favorite project of the Emperor William.

The acquisition of Agadir will accomplish in the West what German diplomacy has already attained in the East by her Berlin-Bagdad railroad concessions and by her port in the Mediterranean at Alexandretta.

Of interest to the United States.

This new German project in Morocco is of great commercial and naval interest to the United States because it is the crux of Germany's daring scheme to get the lion's share of South American trade.

Moreover, few people here realize the fact that the voyage from Kiel to Buenos Ayres is only sixty hours longer than the voyage from New York to Buenos Ayres.

Germany shows every indication of vigorously insisting upon her present policy in Morocco, come what may.

The situation created by Germany's action caused a weak Bourse to-day, prices marking a lower level all around. A slight rally later in the day was followed by weakness on renewed offerings.

The Minister of Foreign Affairs, who decided yesterday to abandon his plan of accompanying President Fallières on his official visit to the Netherlands, finally determined to carry out his original intention, and accordingly M. de Selves left Paris this morning with the President. Premier Caillaux has taken over the conduct of the Foreign Office pending M. de Selves's return.

France May Not Reply.

As France was merely notified of the German ultimatum, namely that a German ship had been dispatched to Agadir, it is possible that the government here will not send a reply to Berlin, but, like Germany, will decide upon a course of action and then adopt it.

It is not unlikely that after consulting with Great Britain France may send a warning to Agadir, as the Algerian coast is authorized the policing of the Moroccan coast by France in company with Spain. Although the German action was sudden, France has been expecting a move of some sort by Germany because of Spain's extension of her military operations in the North of Morocco, a policy which France has steadily opposed, as leading to the idea that the agreement of Algeiras was dead and that Morocco was to be dismembered.

The press continues calm, but urges the government to conduct the situation with a firm hand.

Up to midnight no new development had taken place. The Foreign Office had not received any communication from Paul Cambon, the French Ambassador in London, concerning the conversation he was to have had to-day with Sir Edward Grey, the British Foreign Secretary. The result of the exchange of views with the Russian Cabinet is also awaited.

TELLS OF SPAIN'S ROLE

Englishman Believes Peninsula and Germany Are in Agreement.

London, July 3.—A well informed Englishman who has recently returned from Spain throws a sidelight upon Germany's move in Morocco. After asserting that it has been prompted by the Spanish government, which wants help from Berlin in bringing about the partition of Morocco, he says: "Formerly the Spanish government was financed from Paris and was forced to put up with French diplomacy."

"Spain has been financing herself, however, since the loss of Cuba and the Philippine Islands and is no longer governed from Paris. Her ministers and the officers of her military staff have favored co-operation with Germany as the most practical method of obtaining the partition of Morocco among the European powers."

"There were no protests from Germany when Spain invaded Morocco in 1909. Algeiras agreement, and the hostility in Madrid to the Emperor's coup in Agadir, Spain will draw England into the scheme of partition by proposing the British occupation of Tangier."

London, July 3.—Germany's move in Morocco depressed the Stock Exchange at the early trading. Consols fell 1/4 to 75 3/4. Paris favorites, like Canadian Pacific, Rio Tinto, and De Beers gold shares and Spanish and Portuguese bonds, were weak on sales from that quarter.

The Spain soon passed, however, and at noon a general recovery set in. Consols regained 1/4, and American securities hardened 1/4 to 1/2 from the lowest, although they were still well below par.

Berlin, July 3.—Having shown her hand in sending the gunboat Panther to Agadir, Germany is awaiting the action of France, which, it is expected, will be taken only after consultations with Great Britain and Russia.

It is hoped here that the step taken by the German Foreign Office will lead to a continuation of second page.

Dollars and Sense
of Humor

By Lew Fields

The famous comedian in this article shows how fun-making is a business affair and how humor often depends upon locality. See next Sunday's Magazine of the

New-York Tribune

GIRL SWIMMER SAVES GIRL

Two in Canoe That Upsets on Deal Lake, N. J.

Asbury Park, N. J., July 3.—When the canoe in which were Miss Cecelia DuMois, of New York and Cuba, whose family is spending the summer at No. 14 Spier avenue, Allenhurst, and her cousin, Miss Gomez, who is visiting her, capsized on Deal Lake to-day, Miss DuMois, an accomplished swimmer, brought her cousin safely to shore. Miss Gomez could not swim, but she showed great presence of mind while her cousin towed her ashore.

Miss DuMois swam with her cousin to the Wanamassa shore, where at the home of Mrs. M. K. Trump, Woodlark and Sunset avenues, they obtained dry clothing. An automobile took the young women home.

F. S. DuMois, father of Miss DuMois, is president of the Cuban Planters' Company of New York. The family lives at No. 135 West 74th street, New York.

RACING CHAUFFEUR KILLED

Crowd at Brighton Beach See Machine Crush Its Driver.

E. H. Frey, who, driving a practice heat in a Mercer car at the Brighton Beach automobile races yesterday afternoon, crashed through the fence in an effort to avoid another machine which turned across the track in front of him, died at the Coney Island Hospital at 9:50 o'clock last night. This was the third serious accident within the forty-eight hours prior to the matinee races scheduled at the track for yesterday and to-day. Charles Robinson died of injuries received Saturday afternoon, and Theodore Taylor lies at the hospital in a serious condition, after being thrown from his car by the breaking of the front wheel on Sunday.

Frey's accident occurred directly in front of the clubhouse, where crowds had gathered to witness the opening race. Going at the rate of a mile a minute, he was compelled to make a sharp turn to the right in order to avoid striking a Simplex car which was swinging into the space reserved for the racing automobiles.

The turn brought him into the soft earth at the side of the track, the machine swerved, tore away fifty yards of the wood and wire fence and capsized, falling on top of the driver.

The broken end of the steering pillar pierced Frey's side to the depth of about three inches, his shoulder was dislocated and he was internally injured.

CARMEN VOTE TO STRIKE

Employees of Two Brooklyn Surface Lines Want More Pay.

Nearly 250 motormen and conductors of the Smith street and Franklin avenue lines of the Coney Island & Brooklyn Street Railway Company voted last night to strike unless the company grants them an increase of two cents an hour.

A representative of S. W. Huff, president of the lines, says there will be no concession on the part of the Coney Island & Brooklyn Street Railway Company.

The voting began early yesterday forenoon and continued until late last night. John Shea, a national organizer of the Amalgamated Association of Street and Electric Railway Employees, to which the men belong, supervised the voting. At the close he said the result would be conveyed to the executive committee of the national association, and that decision would be given in a day or so.

The De Kalb avenue line and the Smith street and Franklin avenue lines operated by the company together employ about five hundred men. The De Kalb avenue employees belong to the Knights of Labor, and on June 26 they accepted the old rate for another year. The dissatisfied men want 25 cents an hour instead of 23 cents, and they demand that no motorman or conductor be paid less than \$2 a day.

MAN THROWN FROM AUTO

Son-in-Law of Philadelphia Brewer Eludes Detectives.

Atlantic City, July 3.—Three detectives are scouring the county to-night in search of Alfred Wolstenholm, son-in-law of F. A. Poth, a rich brewer, of Philadelphia, and "Billy" Baldwin, of Pittsburgh, following a sensational escapade. The pair eluded two of the detectives and are alleged to have thrown the third from a machine on a lonely road outside of Pleasantville.

Warrants for both men were issued at the instance of Detective Foster, of this city, and two Philadelphia detectives, said to be in the employ of Mrs. Wolstenholm, who is seeking a divorce. Wolstenholm is charged with a statutory offense. He was arrested in a cottage at Ventnor, but escaped.

TRACE BALL WHICH KILLS GIRL

Providence Man Surprised When He Hears Fatal Result of His Shot.

Providence, July 3.—As Amelie Greco, eighteen years old, was sitting in the back yard of her home to-night a shot sounded from the rear of the yard. The girl pitched forward and died in a few minutes. The police found a gun in a nearby tree where the bullet had struck before it hit the girl.

They traced its course through another tree covered with dense foliage, across a cornfield, through a crack in an inch wide in a board fence and then to the home of Michele Teano.

Teano was arrested and was the most surprised man imaginable, for he could neither see nor hear people in the Greco yard from his house.

Best Trains to the Colorado Rockies leave Chicago and St. Louis morning and evening. Via Rock Island Lines. Rocky Mountain Limited. "Mountaineer," and "Colorado Flyer." Tickets, 401 Broadway.

ATWOOD AND HIS BIPLANE OVER GOVERNOR'S ISLAND.



H. N. ATWOOD, the young aviator, who has been making remarkable flights.

AMERICA'S ATTITUDE
AS NEUTRAL EXPLAINED

Sir Edward Grey Tells How This Country Regards Declaration of London.

NAVAL PRIZE BILL PASSES

Acknowledges Uselessness of British Law Abolishing Sinking, When the United States Allows It.

London, July 3.—The naval prize bill, embodying in legislation the principles of the Declaration of London, the international agreement covering prizes in naval warfare, passed its second reading in the House of Commons to-day.

The Liberals on this occasion have shown themselves better imperialists than the Tories, since they have followed the advice of the colonial premiers on the most important question referred by the recent conference for decisive action.

An amendment introduced by John G. Butcher, Unionist member for York, to defer consideration of the bill until reported on by a committee of experts, was defeated after a prolonged debate by a vote of 201 to 231. The bill passed without division.

Sir Edward Grey's speech had been anticipated with general interest. It was more animated and argumentative than usual, for the Foreign Secretary, beset by a number of shrewd legal points, to which he bestirred himself to reply with equal subtlety, standing manfully to the Declaration. He maintained that Great Britain would gain as a neutral while losing nothing as a belligerent, and made a strong point of the participation of the United States in the agreement.

He argued that as that country holds the view that "under restricted conditions sinking should be allowed," it would be useless to attempt to bring in a law abolishing it. He contended that in case England was at war with a great Continental power, the one great neutral power whose interference would be useful was the United States, which was greatly interested in supplying food to this country and was possessed of a fleet of sufficient strength to make interference effective.

The United States, he insisted, never would have signed the Declaration of London if it believed that in time of war its commerce would be interfered with. "The United States," said Sir Edward, "has been no reluctant party to signing the Declaration of London and the Prize Court Convention. It has thereby taken a deep interest in promoting the establishment of an international prize court, and in its view acceptance of the Declaration of London is essential to the establishment of a successful working international prize court."

"The belief that the United States government regards the policy of a prize court convention and the Declaration of London with indifference is a very dangerous misapprehension, which it will remove if we are at war with a Continental power. That Continental power, knowing perfectly well the risk and desiring to avoid the danger of any friction with the United States, the great maritime neutral power interested in our food supply would in all likelihood prefer to accept the rules of the Declaration of London and be prepared to refer to arbitration any question which arises with regard to it."

MRS. OSGOOD PELL IN AIR

Goes Up with Thomas Sopwith and Regrets Flight Is So Short.

Nassau Boulevard, Long Island, July 3.—(Special.)—Mrs. Osgood Pell was the most enthusiastic passenger that Thomas Sopwith has ever taken up for a flight in his biplane here. Before he allowed the machine to leave the ground he told his passenger that in case she became frightened, and wanted to come down to strike him on the head with her hand, but if she wished to make a long flight to touch him on the right shoulder.

As soon as the machine started upward Mrs. Pell, fearing that the aviator would not take her for a long ride, began to strike him on the head. Sopwith thought his passenger had become frightened, and hurriedly brought the machine to the ground. Mrs. Pell was much disappointed, and wanted him to go into the air again, but her husband, who had been watching the flight with some nervousness, would not allow her to go up again.

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ATWOOD'S FLIGHTS
DAZZLE MULTITUDE

Makes World Record by Landing Nine Feet from His Starting Point.

Also Carried Passenger Around Statue of Liberty, but Fails to Win Pilot's License.

Harry Nelson Atwood, of Boston, made a world's record for accuracy in landing on wheels in an aeroplane at Governor's Island late yesterday afternoon. It was during his attempt to win a pilot's license from the Aero Club of America.

Atwood made five mathematically perfect figure 8's over the reclaimed ground and above the bobbing, hysterically shrieking tugs of the harbor, and landed just nine feet from where he had started thirteen minutes before. This performance beat his own record of nine feet six inches made last month at Waltham, Mass.

He did not get his license from the Aero Club of America. He could not be blamed for feeling pretty bad about this failure. Earlier in the day he had carried, for the first time in history, a passenger over the Statue of Liberty. The man with Atwood was Lieutenant J. E. Fickel, an experienced passenger in aeroplanes, and Fickel, several hours after it happened, vividly recalled having missed Miss Liberty's upraised hand by only five feet.

So Atwood had Fickel's enthusiastic confirmation of the fact that the Boston wonder could fly the Burgess-Wright biplane and, like a carrier pigeon, find his way back home.

Atwood wanted the license of the Aero Club of America so that a lot of his relatives who haven't gone out of their way to see him in the air could see it proclaimed in neat script, all bound round with a woolen string, that one Henry Nelson, of his name, had been observed by a duly authorized representative of the Aero Club of America and—"to whom it may concern."

Also, it took five gallons of gasoline to make these nine figure 8's last night, and taking it by and large, it was a bitter experience to the rising young man to fail to get what he went after.

The club was efficiently represented by Major Samuel Reber. The rules require that the contestant for a license must fly two sets of five figure 8's in a closed circuit of not less than five kilometers (3.1 miles) in length, at an altitude of not less than 100 feet. The aviator must land within 150 feet of where he started.

3,000 Feet Over Statue of Liberty.

Atwood made the first set of 8's, landed within nine feet of his starting point and then began on the second section of the test. He thought he had made five figure 8's in a strong wind from the southeast, so, just for good measure, and because the ferryboats were crowded and all the witted passengers forgot the heat in the beauty of the sight of the gauzy thing against the setting sun, Atwood flew to an altitude of three thousand feet directly above the Statue of Liberty; flew so high against the wind across the island that the sound of his motor was not heard; continued over Buttermilk Channel, to the ecstatic acknowledgments of the great whistle of the Lamport & Holt liner Verdi, arriving from Buenos Ayres, and on over the chimneys and crowded roof tops of South Brooklyn.

He was now two thousand feet high. And then his motor stopped. His propellers revolved listlessly.

"A nery thing to do," said the speaker.

Possible Necessity of War.

In his speech to the veterans the President said in part:

I am far from saying that war has not in times past accomplished much in the progress of the world. Whether the same progress might have been achieved in a more peaceful way, it is unnecessary to

Continued on third page.

14 LIVES ADDED
TO HEAT'S TOLL

VICTIMS OF HEAT WAVE.

Beyers, Mrs. Phoebe J., seventy-three years, No. 232 plane street, Newark, Connerty, Catherine, seven months, No. 23 Mott street, Newark.

Frank, Mrs. Rose, seventy years, No. 1635 First avenue; stricken at home. Lally, Joseph, fifty-eight years, laborer, No. 515 West 41st street; stricken at home, died last night at Flower Hospital.

Nevins, William E., forty-seven years, No. 345 54th street, Brooklyn; died in a hotel at Rockaway.

Petersen, Emma, seventy years, No. 104 Peabody street, Newark; stricken at home.

Pate, Minnie, fifty-three years, No. 110 Maserole street, Brooklyn; died at his home.

Reilly, Mrs. Elizabeth, sixty-three years, No. 171 Thomas street, Newark.

Reilly, Thomas, fifty-six years, No. 77 Summit street, Brooklyn; stricken at No. 110 Conger Hospital.

Rieser, Mary, nine months, No. 52 Maine street, Newark; stricken at home.

Tertal, Gustav, seven months, No. 259 Ferry street, Newark.

Thompson, Sarah, three months, No. 508 West 36th street; stricken at home, died before ambulance arrived.

Unidentified man, about sixty-five years, poorly dressed; stricken in lot at St. Nicholas avenue and 128th street, died before ambulance arrived.

Unidentified man, about fifty-five years, 5 feet 7 inches, weight 150 pounds; overcome from heat at Seventh avenue and 146th street.

DIVORCED FROM LIFESAVER

Miss Helen O'Brien, Heiress, Gets Back Her Freedom and Name.

[By Telegraph to The Tribune.]

St. Louis, July 3.—Mrs. Helen O'Brien Howland, aged nineteen, who recently became heir to \$125,000, was granted a divorce to-day from John A. Howland, of Searing Lake, N. J., a lifesaver to whom she was married by a Baptist minister at Avon, N. J.

Judge Grimm gave her permission to resume her maiden name, as he said he was convinced there had been no collusion.

Mrs. Mary Thompson, of No. 508 West 36th street, was removed yesterday afternoon to the Willard Parker Hospital, suffering from scarlet fever, a few minutes after her three-months-old daughter Sarah died from heat prostration.

Mrs. Thompson's three-months-old son John, was later removed to the New York Hospital, after he had been overcome by the heat. Corner Elenberg was notified of the child's death.

Mrs. Thompson's husband was away at the time of her removal, and it was not until several hours later that he learned of his daughter's death. Lieutenant German, of the West 37th street police station, was notified by telephone of Mrs. Thompson's condition, and summoned ambulances from the Willard Parker and the New York Hospitals.

GIRL TELLS OF TORTURES

Says Father and Stepmother Suspended Her by Wrists.

Utica, N. Y., July 3.—Retha L. Stucker, eleven years old, in court to-day charged her father and stepmother with fastening leather straps about her wrists connected with a short chain and then suspending her from a hook in the wall as punishment. The girl in her sworn statement said that her mother died when she was three months old, and that she was brought up by her grandparents in Sullivan, Madison County, but recently was forced to come to her father's home in this city and live with him and her stepmother. Her desire to return to her grandparents enraged her foster mother and her father, she declared.

The straps were offered in evidence to-day, and seventeen bruises on the body of the child indicated some of her beatings. The man and woman were held in \$1,000 bail for examination.

BRITISH TO SALUTE FLAG

Visiting Warships Will Create Precedent at Honolulu.

Honolulu, July 3.—The British armored cruisers Kent and Challenger will remain in port to-morrow and participate in the Fourth of July celebration. The British vessels will salute the American flag with due form and ceremony in the morning.

In the evening the British officers will attend the official public reception and ball given by Governor Peary.

It is said that the salutes of the Kent and the Challenger will mark the first occasion on which a British warship has participated in celebrating American independence.

CONGRESSMAN IN STREET FIGHT

Engaged Prominent Citizen in Fisticuffs After Attending Church.

Demopolis, Ala., July 3.—Congressman George W. Taylor, of the 1st Alabama District, and L. A. George, a prominent business man, were before the Mayor's court to-day charged with fighting in the street. The encounter took place on Sunday morning in front of Trinity Episcopal Church, where both men had attended services. A chance remark by one was misconstrued by the other, and in the ensuing clash Mr. George was knocked down. The Mayor continued the case.

WARSHIP BUILDERS COMPETE

\$1,000,000 Deducted from Tender Price for Chilean Dreadnoughts.

Santiago, Chile, July 3.—It is stated here that an American firm, with a view to securing the contract for the construction of the two dreadnoughts for Chile, has offered to deduct \$1,000,000 from the original tender price.

According to a London dispatch the English tenders for the construction of the two Chilean dreadnoughts have been accepted. One of the English tenders is said to have been \$1,000,000 below the next lowest bid.

Ladies find Agostura Bitters an exquisite gracer during a tiresome day.—ADVT.

Temperature Rises to 98, and Hundreds of Prostrations Are Reported.

JULY'S HOTTEST SINCE 1899

Thousands Leave City as Those Forced to Stay Seek Comfort in Vain, No Relief Being Promised for To-day.

HEAT WAVE WIDESPREAD

Temperatures of More than 100 Reported from Many Cities—New England Records Broken—Chicago Sizzles—High Marks Up the State.

THE OFFICIAL THERMOMETER.

	Yester-
	Sunday, day.
1 a. m.	70 83
4 a. m.	71 81
6 a. m.	70 81
9 a. m.	77 90
10 a. m.	84 93
11 a. m.	86 97
Noon	88 98
1 p. m.	90 98
2 p. m.	91 97
3 p. m.	93 97
4 p. m.	94 93
6 p. m.	91 90
9 p. m.	85 84
11 p. m.	84 81
Highest temperature yesterday, 98, at 11:45 a. m.	

Fourteen deaths from the heat were reported in the metropolitan district yesterday and about two hundred prostrations.

Most of the prostrations were reported in Manhattan and Brooklyn, with fourteen in Newark, four in Jersey City and two in Jamaica.

A Fourth of July more oppressive and sweltering than any for a decade past was the prophecy made by Weather Bureau officials in Washington last night, after a careful study of the weather maps. With reports of 104 degrees in four widely separated cities, together with a score of other cities broiling in a temperature of 100 or higher, no hope for relief could be discovered.

Local thunder showers may alleviate suffering in some sections, but they will be showers by blast chance, for no indications of rain are anywhere to be seen. The heat is taking a heavy toll of death, according to reports, and the suffering is increased by a drought that has practically been unbroken except in the South Atlantic and East Gulf states, where the temperatures are moderate.

The High Marks.

At the Weather Bureau in Washington the mercury reached the 99 mark at 2 p. m. yesterday, while two hours later the bureau thermometer on the street level showed a temperature of 107.

Hawthals, Junction City and Toia, Kan., probably were the hottest points in the United States yesterday, the maximum temperature being 110. Muskogee, Okla., was only five degrees cooler, the mercury at that place registering 105 degrees on two successive days.

Louisville, Ky.; St. Joseph, Mo.; Dayton, Ohio, and Yuma, Ariz., were the four cities in which the 104 mark was reached. Boston attained a record of 102, the highest ever reached there, a like temperature being also recorded in Albany, Columbus, Ohio; Parkersburg, W. Va.; Dubuque, Iowa; Des Moines, Iowa, and Fresno, Cal.

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